

Shipping.

3336 SHEWAN & CO
Hongkong, August 20, 1894.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shanghai (via Amoy, Nagasaki, Kobe, Yokohama, and Yokohama) TUESDAY, Sept. 11, at 1 p.m.

Belgian (via Nagasaki, Kobe, Yokohama, and Yokohama) WEDNESDAY, Oct. 10, at 1 p.m.

Oceanic (via Nagasaki, Kobe, Yokohama, and Yokohama) TUESDAY, Oct. 30, at 1 p.m.

THE Steamship *GAELIC* will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, ON TUESDAY, 11th September, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, September 3, 1894. 1364

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Yokohama, and Yokohama) WEDNESDAY, Sept. 19, at 1 p.m.

China (via Nagasaki, Kobe, Yokohama, and Yokohama) TUESDAY, Oct. 2, at 1 p.m.

Peru (via Nagasaki, Kobe, Yokohama, and Yokohama) SATURDAY, Oct. 20, at 1 p.m.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on WEDNESDAY, 19th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND RAILROUTES have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders for OVERLAND RAILROUTES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; to San Francisco, to Atlantic and inland cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, August 29, 1894. 1400

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingsang* having arrived from the above Ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 4th Inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, September 1, 1894. 1424

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *ARAVALL*.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON STEAMSHIP AND GOVERNMENT CO. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Inst., at 3 p.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARILL & Co., Agents.

Hongkong, September 3, 1894. 1452

STEAMSHIP *MELBOURNE*.

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre &c. S.S. *Guinevere*, in connection with the above Steamer, are hereby informed that their Goods—such as the exception of Opium, Treasure and Valuable—are being landed and stored at their risk at the HONGKONG & KOWLOON WHARF & GODOWN COMPANY'S Godowns, at Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining undelivered after TUESDAY, the 11th Instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to use on or before TUESDAY, the 11th Instant, or they will not be recognized.

All Damaged Packages will be examined on TUESDAY, the 11th Instant, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, September 5, 1894. 1457

Intimations.

WINE AND SPIRIT MERCHANTS, 13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

STAINFIELD'S FAMILY HOTEL.

SUPERIOR BOARD & RESIDENCE, with every convenience.

Mess. *Queen's Road East*.

Hongkong, June 30, 1894. 1102

CHAS. J. GAUPP & Co.

Optician, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VORLINDER'S CELEBRATED BINOCULARS AND TELESCOPIES.

RETURN'S, LIQUID AND OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English Silver & Electro-Plated Ware, Christmas &c. Co.'s ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY in great variety.

DIAMONDS.

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship *Yuenan*, will be despatched as above on MONDAY, the 10th Instant, at 3 p.m.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, September 7, 1894. 1451

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

(Taking through Cargo for SULO, MENADO and GORONTALO).

The Co.'s Steamship *Yuenan*, will be despatched as above on WEDNESDAY, the 12th Inst., at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 7, 1894. 1450

Vessels Advertised as Loading.

Destination.	Vessel.	Agents.	Date of Leaving.
Foochow and Tientsin	Presto (s)	Butterfield & Swire.	Sept. 9, daylight.
Japan	Verona (s)	P. & O. S. N. Co.	September 14.
London, v. Suez Canal	Glenorchy (s)	Jardine, Matheson & Co.	About Sept. 8.
London and Hamburg	Toucan (s)	Butterfield & Swire.	Sept. 11, daylight.
London & Ports of Call	Procas (s)	Arnold, Karberg & Co.	About Sept. 12.
London	Japan (s)	P. & O. S. N. Co.	Sept. 13, at noon.
Manila	Yuenan (s)	Jardine, Matheson & Co.	About Sept. 13.
Marseilles, v. Suez Canal	Tarra (s)	Messageries Maritimes.	Sept. 10, at 3 p.m.
Nagasaki and Kobe	Changsha (s)	Butterfield & Swire.	Sept. 10, at noon.
New York, v. Suez Canal	Madoff (s)	Dodwell, Oarill & Co.	About Sept. 13.
New York	Bidston Hill.	Siemens & Co.	Quick despatch.
New York	George S. Homer.	Siemens & Co.	Quick despatch.
New York	Shanghai.	Siemens & Co.	Quick despatch.
Port Darwin, &c.	Shanghai (s)	Butterfield & Swire.	Sept. 18, at 5 p.m.
S. Francisco, v. Japan	Shanghai (s)	P. & O. S. N. Co.	Sept. 11, at 1 p.m.
S. Francisco, v. Japan	City of Peking (s)	Pacific Mail S. S. Co.	Sept. 19, at 1 p.m.
San Francisco	Siberhorn	Siemens & Co.	Quick despatch.
Sandakan and Kudat	Memnon (s)	Butterfield & Swire.	Sept. 12, at 3 p.m.
Shanghai	Poyang (s)	Siemens & Co.	Sept. 8, at 11 a.m.
Shanghai	Ravenna (s)	P. & O. S. N. Co.	Sept. 9, at 11 a.m.
Shanghai and Kobe	Vindobona (s)	Siemens & Co.	September 13.
Spore, Penang & Cebu	Bertha (s)	Siemens & Co.	Sept. 12, at 4 p.m.
Spore, Amoy & Fohow	Wingang (s)	Jardine, Matheson & Co.	Sept. 8, at noon.
Trieste, &c.	Doiglas Laprak & Co.	Sander & Co.	September 13.
Vancouver (B.C.) &c.	Maria Valeria (s)	Siemens & Co.	September 13.
Victoria (B.C.) &c.	Empress of Japan (s)	Canadian P. & C. Co.	Oct. 3, at noon.
	Taoma (s)	Nor. P. & C. Co.	Sept. 26, at noon.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCOW.

The Co.'s Steamship *Namoa*, Captain HARRIS, will be despatched for the above Ports on SUNDAY, the 9th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAK & Co., General Managers.

Hongkong, September 7, 1894. 1449

Dakin, Cruickshank & Co., Ltd.

HAVE JUST RECEIVED

A FRESH CONSIGNMENT

OF

THEIR CELEBRATED

Liqueur Whisky.

PRICE. \$14.00 per dozen.

This is without doubt one of the PINEST.

if not the finest, WHISKIES EVER

IMPORTED INTO HONGKONG.

Dakin, Cruickshank & Co.,

VICTORIA DISPENSARY,

HONGKONG.

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any

Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in (Hongkong) Harbour:—

Ivy, American ship, Capt. A. J. Lowell.

Shewan & Co.

JAPAN, Italian barque, Capt. Bartolomeo

Gionatino.—Mussio & Co.

SILVERHORN, Brit. 4-masted ship, Capt.

R. Gibson.—Shewan & Co.

SHIPPING.

ARRIVALS.

Tuesday, British steamer, 977, W. H.

Freeman, Java (Sourabaya) August 23,

Sugar.—JARDINE, MATHESON & Co.

September 7:—

Yuenan, British steamer, 1,106, Waddi-

more, Sept. 4, General.—JARDINE,

MATHESON & Co.

Namoa, British steamer, 883, H. C. A.

Harris, Foochow September 4, Amoy 5, and

Swatow 6, General.—DOUGLAS STEAMSHIP

Co.

Memnon, British str., 825, B. Branch,

Sandakan Sept. 2, Timber.—BUTTERFIELD

& SWIRE.

Suabon, German str., 630, H. Brorsen,

Hollo Sept. 2, Sugar.—MATHESON & Co.

Brema, German steamer, 1,841, Ch.

Hasselman, Saigon August 26, Rice and

Rice-flour.—ORDER.

Hongkong, British str., 1,863, John Kynoch,

Oara August 30, Coal.—JARDINE, MATHESON

& Co.

Amoy, German steamer, from Canton.

Glenorchy, British steamer, 1,821, J.

Sommer, Amoy September 6, General.—

JARDINE, MATHESON & Co.

Reverna, British steamer, 1,915, F. Cole,

Bombay August 25, and Singapore Sept. 2,

Mails and General.—P. & O. S. N. Co.

DEPARTURES.

September 7:—

Freja, for Hoilow.

Riversdale, for Moji.

Toussing, for Shanghai.

Formosa, for Swatow.

Siam, for Swatow.

Catterthun, for Port Darwin and Sydney.

CLEARED.

Peiyang, for Shanghai.

Arake Maru, for Mayami (Japan).

PASSENGERS.

ARRIVALS.

For Yuenan, from Manila, Messrs

Mason, Bennett, 7 Europeans, and 105

Abdool Hossain, from Singapore, Mr. A. J.

Shanghai; from Brindisi, Mr. Tafford;

from Singapore, Mr. and Mrs. Cunningham.

For Yokohama: from London, Mr. W. Moss;

from Bombay, Lieut. W. H. Banbury.

DEPARTS.

Per Formosa, for Swatow, 200 Chinese.

Per Freja, for Hoilow, 50 Chinese.

Per Toussing, for Shanghai, 100 Chinese.

Per Siam, for Swatow, 200 Chinese.

Per Formosa, for Swatow, 200 Chinese.

Per Siam, for Swatow, 200 Chinese.

Per Freja, for Hoilow, 50 Chinese.

Per Formosa, for Swatow, 200 Chinese.

Per Freja, for Hoilow, 50 Chinese.

Per Formosa, for Swatow, 200 Chinese.

Per Freja, for Hoilow, 50 Chinese.

Per Formosa, for Swatow, 200 Chinese.

Per Freja, for Hoilow, 50 Chinese.

Per Formosa, for Swatow, 200 Chinese.

Per Freja, for Hoilow, 50 Chinese.

Per Formosa, for Swatow, 200 Chinese.

Per Freja, for Hoilow, 50 Chinese.

Per Formosa, for Swatow, 200 Chinese.

Per Freja, for Hoilow, 50 Chinese.

Per Formosa, for Swatow, 200 Chinese.

Per Freja, for Hoilow, 50 Chinese.

Lord Spencer, First Lord of the Admiralty, holds the office held by his grandfather exactly one hundred years ago.

The Japanese steamer *Araki Maru*, which has been lying in Hongkong Harbour ever since hostilities broke out between China and Japan, cleared to-day for Yokohama (Japan). She is evidently going to make a dash for the north.

The *Prophet* and other papers, both in Saigon and Singapore, reproduce with telegrams published in Hongkong purporting to come from Chemulpo, in spite of the fact that from the very first of the war there has been absolutely no communication by wire with that port.

China and Korea are not the only places where the British flag is treated with scant courtesy. While a Gibraltar schooner, flying the British flag, was lying off the coast of Morocco she was boarded by an armed band of Rif Araba—rif-raff, we suppose—who pulled out from the shore in a boat. They seized the cargo—coal and gin; but this was nothing to the outrage committed on the British flag, which they pulled down, rent in pieces and trampled upon. Before leaving, they stripped not only the ship but the crew bare. The Rifra must be a nice lot of people.

Whenever it became known in London that war had been declared by China and Japan, the Chinese Legation was besieged with the representatives of army contractors and traders, who sought to bring under the notice of the official various articles in the shape of implements of war or armaments. Many of these gentlemen waited hours, and then went away without an interview, the higher officials of the Legation being busily engaged all day with the Minister. Applications were also received at both Legations from military men desirous of seeing either one country or the other in the field of battle.

An interesting case, involving the question of the Permanent Committee's status since the withdrawal of the Plague Proclamation, came before Court. Hastings, acting magistrate, to-day. Henry Shorey, a seaman in the Royal Engineers, employed as a Sanitary Inspector by the Permanent Committee, charged Fung Sui Wan, commander to Messrs Linstead and Davis, and his son, Fung Sui Tong, with assaulting him while in the execution of his duty at No. 14, Fletcher Street, on the 5th September; and the two Chinese charged Shorey with assault at the same time and place. The evidence showed that on the 29th August a printed notice addressed to 'The Householder' was sent by the Permanent Committee to the office of Linstead and Davis, stating that certain houses in Fletcher Street (giving numbers) were in an insanitary condition and must be put right, failing which the householder would be liable to a penalty of \$200 and to such expenses as the authorities might incur in doing the work; and appended was an alternative notice to the owner, in case the householder could not be reached. The notice was returned by an office-boy, who said it did not belong there, though Messrs Linstead and Davis were agents for the owner (Mr Sharp) and their comrade was the tenant, and the firm engaged Mr. H. L. Donny to appear in the Police Court in this case. On the 4th September, Sapper Shorey was taken by Corporal Finlay to inspect the house, early in the morning; and finding that it was not put right, he went again in the afternoon. The commander then told Shorey that the firm said no whitewashing was to be done, and it was noticed that work which had been started at other houses in the street was suspended. Next morning (6th) Shorey again went to see in what condition the house was; the commander then showed him a letter from the firm, as follows:—
—Dear Sir, we are representative, and we must request that before you take any further steps to remove furniture from Fletcher Street you either give your name or communicate with us direct.—
Linstead & Davis, agents for the owners, Fletcher Street. The Proclamation had been withdrawn on the 3rd. Shorey read the letter, and said to Fung Sui Wan, 'Very well, come with me to the Colonial Government office or Linstead & Davis.' The commander then pushed the Sapper downstairs and called for the police, and a crowd at once collected in the street. The Chinese alleged that he had pushed them about, poked them with his stick, and insulted some women in the house; but he denied having touched anybody until after he was knocked downstairs. His Worship found that Shorey was technically to blame in entering the house without producing written authority, and so bound him over in the sum of \$2 to be of good conduct for two months. As to the assault on him, there was only one witness—himself—and the two Chinese cannot therefore be discharged. One Chinese witness who persistently used the words *gung hui* (soldier devil) was fined \$4 for contempt of court.—It certainly seems a pity that, apparently by an oversight, the soldier was not provided by his superiors with proper authority to carry out the orders given him. He bears an excellent record, and has worked hard from the very first of the plague, without ever a complaint against him. It was surely not his business to enquire whether there was any legal authority about the instructions which he was ordered to carry out, and we hope he will not be the loser.

It is becoming more and more apparent throughout the British Empire that if the labouring classes are going to exercise the power which their powerful organisations give them, it will be absolutely impossible for capitalists to hold their own against the more favoured capitalist of foreign countries. One thing essential for the development of business is security for the capitalist. Railway and mining, and seamen's strikes are so many nails in the coffin of British trade, and it is little wonder if the capitalists and especially shipowners should prefer foreign labour. In the paragraph given below expression is given—in terms almost precisely similar to those used rather more than a year ago by the President of the British Mercantile Marine Officers' Association in Hongkong—of the belief of shipmasters that nothing can beat a British crew—if they were only less troublesome. The paragraph we quote is as follows:—
As regards their drinking habits, our sailors have improved greatly during the last twenty or twenty-five years. But in the opinion of Mr. Count Dundas, of Hamburg, they have not made so much progress as their German and Scandinavian competitors, who are superior to them in sobriety and order. Hence it is that it is a most difficult thing to ship British seamen at German ports, the masters preferring German and Scandinavian. The English traders are too apt, he thinks, to neglect such details as unworthy of consideration, because they are so confident that their manufacturers are superior to all others.

Most of us are probably a little sick of examination 'game'—usually artificial—but the following paragraph from the *Calcutta Englishman* seems worth quoting for purposes other than comic:—In a recent examination of middle-class schools for entrance into the local colleges, the following game occurred in the English paper:—A corollary to the theorem which is descriptive of any sector at any distance from that center. 'Two triangles are said to be equal when the hypothesis of one is equal to the conclusion of the other.' The following are admirable specimens of pure and yet evidently concocted rubbish:—
—Thomson in the proposition which has contrived most same properties to be affected. 'Problem is the proposition which have demonstration some most to be quality.' 'Colloquy (sic) is a proposition game and all to be done.

In the House of Lords on August 3, Lord Brassey, as Chairman of the Royal Commission on Opium and its Use in India, explained, in reply to a question from Lord Balfour, the reasons why he would be in a position to give the Commission a report before the close of the present Session of Parliament. In the course of his statement he said:—The arrival after our return of news from China and the Straits Settlements, which have had to be printed with the rest of our proceedings, was a further cause of delay. The information from China will be found in the last volume of proceedings. It was impossible to complete the draft report until the whole of the evidence had been fully considered. The drafting, however, had been advanced by unintermittently. Nearly every section is now sufficiently complete for circulation to the members. We hope to present our report before the close of the year—in November.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']
(Via Southern Line.)

LONDON, Sept. 5, 1894.
RUMOUR OF THE
JAPANESE SPIES.

It is rumoured that the two Japanese spies surrendered to the Chinese Authorities by the U. S. Consul have been beheaded. The Japanese residents in Shanghai are dismayed, and are hastening to quit the port. The Japanese Specie Bank transfers its business to The Comptoir National D'Escompte de Paris.

TURKEY AND ITALY.

The report of the Turkish protest against the Italian occupation of Kassala proves to have been unfounded.

THE FOREST FIRES IN THE UNITED STATES.

Details to hand of the forest fires in the States of Minnesota and Wisconsin are of the most harrowing description; the fatalities amount to a thousand.

INCREASED CONSUMPTION OF TEA IN THE UNITED KINGDOM.

The yearly report of the British Customs shows that the consumption of Tea in the United Kingdom is largely on the increase.

MORE TROUBLE IN MOROCCO.

Fresh revolts of a serious character have broken out in Morocco.

MILITARY BALLOON ACCIDENT.

A captive balloon at Aldershot has been struck by lightning. Three Engineers were injured.

BULGARIA.

M. Stambouloff has been prosecuted for insulting Prince Ferdinand by statements made at an interview with the representative of a German newspaper.

SKIRMISHING ON THE SLAVE.

Several British officers and seamen, and some native troops have been seriously wounded in encounters with the Chief Naza at Benin. Re-inforcements have been ordered.

WEATHER NOTICE.

The following notice was issued by the Observers on the 7th at 11.10 a.m. The small depression situated in the neighbourhood of Central London yesterday, has moved westward into China Sea. On S coast, barometer falling with fresh NE winds and fair weather.

HONGKONG RIFLE ASSOCIATION.

On Saturday, the 1st Sept., at the usual weekly competition, there was a better attendance than usual, the day being won by Captain Eccles of the Hongkong Rifle Association, who made his first appearance as a member of the Association. The following are the three best scores:—
Captain Eccles, H.R.A. 20 25 40 60
Sgt. Major Edmond, H.R.A. 20 25 40 60
Commander Ash, H.R.A. 20 25 40 60

THE CHINA-JAPAN WAR.

TRADE BETWEEN THE BELLETTRETS.
The English we gave a translation from the Chinese *Mail* of the second proclamation by the Leken authorities relative to the trade at Canton in Japanese articles. The following letter is now sent us by the Secretary of the Chamber of Commerce:
Sir,—Referring to my letter of 31st ult., I have the honour to inform you that in a further notice issued by the Leken authorities it is explained that the prohibition to import Merchandise from Japan, or of Japanese origin, applies to all goods, whether they be of Japanese origin or not. The prohibition does not apply to Coal or Rice from Japan, both these may be imported without restriction. I have, &c.
(Signed) BYRON BERNARD,
The Honorable the Colonial Secretary
Hongkong.

FOOCHOW NOTES.

We understand that in the absence of fresh supplies the stocks of grain are becoming seriously diminished here. On Wednesday last six scholars of the Anglo-Chinese College went down to the river to bathe, when four of them, getting out of their depth, were unfortunately drowned.

We hear that Mr. Ting Tung-chi, who was for some time manager of the Imperial Chinese Telegraph office here, has lately been appointed principal Magistrate at Fuh-ning-foo.

The following is the Tea Export since our issue of 25th ultimo as per consignees returns:—
Per S. Alderley, 159,842 lbs.
Per S. Port Adelaide, 291,471 "

There is a report among the English place at Hoken in the Kiang province. The celebrated secret society of the Kio-ho-hwei is said to be at the bottom of it. Troops have been drafted from the city of Kio-ning and the neighbourhood to assist in quelling the disturbance. Hoken is a large and busy town, and is situated on the North-western border of the Fuhkien province.

It is reported that a gang of armed thieves, twenty in number, broke into the house of a retired Mandarin last Saturday night. The alarmed inmates managed to send a man out to call for the services of the *Tepo*, but on the arrival of this functionary with his men the thieves made off carrying with them all the valuables they had been able to collect in the meantime.

News has only now reached us of a disturbance having taken place in Hing-hwa early last month. Great alarm had been caused by the continued long drought and the people waited on the Prefect at the gates to beg him to join in a public prayer for rain. He stated that he was too busy to do so, but he allowed them to send him out to act on his behalf. This reply displeased the petitioners so greatly that rioting commenced in which four of the *gamen* soldiers were killed. The Viceroy on being communicated with sent a detachment of troops promptly to the spot. The rioters had been the morning repaired to their homes, and so further trouble was for the time averted. But it is said that they will not be allowed to go free. They will be called to account for their behaviour. To many of them it is understood to be a matter of small importance, who becomes of them the poor men are ruined by the drought and have simply starvation to look forward to.—*Echo*.

A WORD TO INVESTORS.
The following leader from the London *Daily News* might almost have been addressed to the community of Hongkong:—The present unprecedented accumulation of unemployed capital seems likely at a more or less distant date, according to a more or less experience, to lead to an outbreak of speculation and indiscriminate investment. The financial pendulum swings regularly from the extreme of caution to the extreme of recklessness. Promoters are watching anxiously to catch the drift of opinion in the market, and are looking for the employment of surplus funds; and the prevailing impression seems now to be that, having suffered from investments abroad, the British public is likely to be well disposed towards home enterprises. There is something, however, to be said in favour of a more judicious stock concern the industrial and commercial undertakings in our own country, which, under private ownership, contribute so much to the national wealth and well-being; but there are one or two considerations which should be kept prominently in view by intending investors in companies of this description. In the first place, the personal element is all-important in the establishment and success of many of such business. Individual energy and knowledge is often positively replaced by joint-stock management. The founder of an enterprise gives his time and attention for nothing, and when the books of a private concern are taken as a basis for future results, in some cases the additional outlay on a board of directors and management may make all the difference between profit and insolvency. A very common form of appeal to the public at present is the offer of debentures in concerns formed into limited liability companies with the express intention of securing this facility for raising money. When the business of the company is such that it is quite satisfied, and a valuable and remunerative form of investment is provided for the public. The case, however, is different where a business is sold to a company, and the vendor takes payment in whole or in part in debentures. The representative in his own person both mortgage and mortgage, and handing only the reversion of his profits to the purchasers. Important considerations of this character are frequently overlooked by readers of prospectuses, and calling attention to them may be regarded as the present time when we are apparently about to witness a revival of the industrial company speculation which has caused such serious losses a few years ago. The disappointment which followed many of the glowing promises then made,

and the wreck of hopes shown in the Stock Exchange list and the winding-up Court, point their own moral as to caution; but such lessons are only too soon forgotten after the usual reappearance and general distrust has passed away.

LIFE OF A 'GRAPHIC' SKETCHER.

M. H. Spielman, in the *Graphic* of Art, gives a short sketch of the career of Phil May, whose drawings in the *Graphic* and other illustrated publications are so very popular:—
The story of Mr. Phil May's life—there is not much of it to tell, and in appearance at least he still looks more than a young man. He is a simple, kindly, and cheerful man, and his own designs. He was born in 1864 at Leeds. His father was not in good circumstances; and when the child was twelve years old he was taken from school and put in the way of earning his own living. He had always loved to draw. Paper and pencil were his greatest joy, and his father's favourite subjects. It is true that these battle-axes foreboded but little of future excellence in figure-drawing, but he was not the least of a son and a son-in-law. He was a man of great energy, and his great volume of driving cloud, with bayonets sticking out in every direction. The boy loved all this circumstance of war, and imagined not only figures, but whole regiments of them, and the great feeling of his father's devotion to art, his father's stern, his curious inconstancy, to an architect, to learn the art and mystery of sketching. The first step was to get a piece of paper and a pencil, and to draw. It was not long before it became apparent that he was not by architecture that he would build up his fortune and carve his way to fame; and after a couple of weeks he turned his back upon the office in despair, exchanging that responsible and high-sounding position for a more Bohemian life in his character and customs. He joined a company of strolling players at a salary of not less than twelve shillings a week, and at once took up a unique position in the company. He had, indeed, a strange, almost morbid, desire for excitement and penetration into character, combined with a keen sense of humour and a rapidly improving excellence with the pencil. 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ENTAL AND AMERICAN PORTS.

THE Steamship BOHILLA, Captain G.
C. HENNING, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, on THURSDAY, the 13th
September, at Noon, taking Passengers and
Cargo to the above Ports. (This Steamer
connects at Bombay with the **SUTLEY**,
which vessel takes on her cargo for
LONDON, via SUEZ CANAL, leaving
that port on the 6th OCTOBER, 1894.)
Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.
For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 4, 1894. 1416

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 19th September,
1894, at Noon, the Company's S. S.
YARRA, Commandant de M. LAURENT,
with MAILS, PASSENGERS, FREIGHT,
and CARGO, will leave this Port for the
above places.

Cargo and Speed will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Speed and Parcels until 3 p.m. on
the 18th September, 1894. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, September 5, 1894. 1442

**NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.**

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

TACOMA..... Tuesday Sept. 25.
SIA..... Tuesday October 16.
Victoria..... Tuesday November 6.
Tacoma..... Tuesday December 11.
Sia..... Tuesday Jan. 1/95.

THE Steamship TACOMA, Captain
VICTOR PERKES, sailing at Noon, on
TUESDAY, 25th September, will proceed to
VICTORIA, B.C., and TACOMA, and
SHANGHAI, INLAND SEA, KOBE and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of The Freight Agent
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office with
address marked in full by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to

DODWELL, CARROLL & Co.,
Agents.
Hongkong, August 23, 1894. 1397

SANTAL-MIDY.

The pure Essence of Santal
obtained by Midy's process from the
best Myro wood.

SANTAL-MIDY entirely differ-
ent from the Santal oil of the Indian Bazaar,
is superior to Capsules, Ointment, and
injections, and free from all bad
smell or other inconveniences.

SANTAL-MIDY cures all de-
rivative eruptions in either sex
in 48 hours.

SANTAL-MIDY is contained
in small round
Capsules, each of which
bears the name

SANTAL-MIDY is contained
in black letters, without
which none are genuine.

SANTAL-MIDY Beware of
Imitations.

All other Capsules or mixtures
contain impurities, resin, oils,
&c., and are worse than useless.

SANTAL-MIDY is sold by all
druggists and
medicine dealers throughout the
world.

Paris: 8, Rue Vivienne, 8.

Sole Sale by A. Watson & Co., Chemists.

Intimations.

UP THE YANGTSE.

R. H. PARKER,
with
SKETCH MAPS.
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CONTENTS:
The Yangtse Gorges and Rapids in Hu-peh.
The Rapids of the Upper Yangtse.
The "Yada-moum" of the Traveller
through the Gorges of the Great River.
Special Observations.
A Journey in North Szechuan.
Nan-chuan and the Kung-tan River.
Up the Kibing River.
The Great Salt Walls.
North Kwei Chou.
The Wilds of Hu-peh.
Szechuan Plants.

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Messrs. LANE, CRAWFORD & Co., and
Messrs. KELLY & WATSON, Limited.

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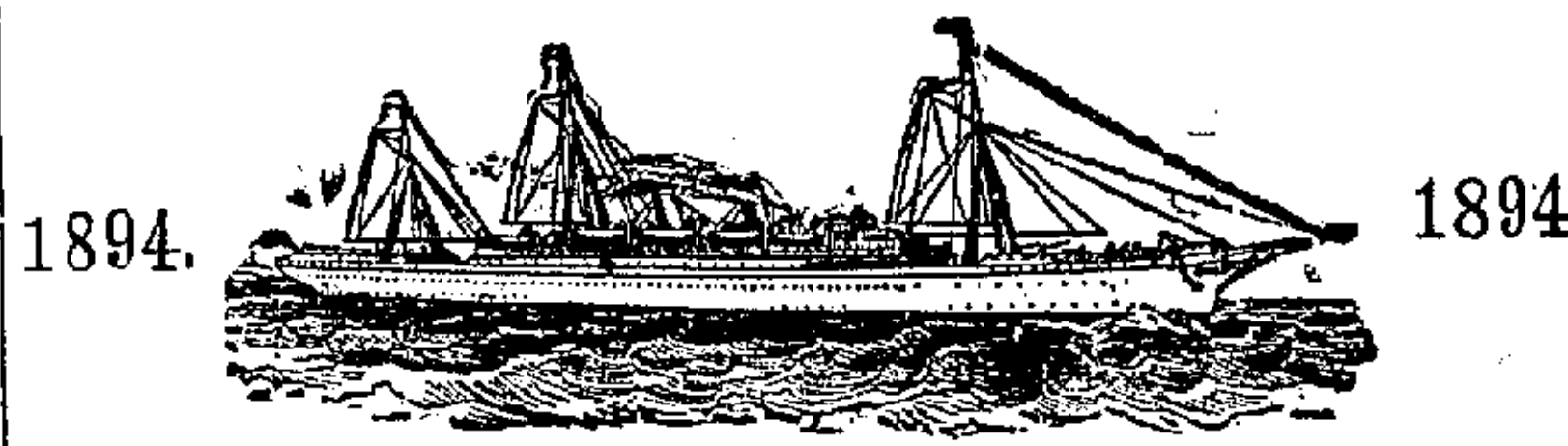
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CHINA MAIL OFFICE,
Hongkong, May 17, 1893. 905

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Twin Screw Steamships—9,000 Tons—10,000 Horse power—Speed 19 knots.

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EMPEROR OF JAPAN...Comdr. G. A. LEE, R.N.R. Wednesday, 3rd October.
EMPEROR OF CHINA...Comdr. R. ANDERSON, R.N.R. Wednesday, 31st October.
EMPEROR OF INDIA...Comdr. O. P. MANSFIELD, R.N.R. Wednesday, 28th Nov.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.)
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Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 8 and 12 months.
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Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL
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THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
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For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, General Agent,
PETER STREET, 1440
Hongkong, September 5, 1894.

SHARE LIST.—QUOTATIONS.—SEPTEMBER 7, 1894.

BANKS.

Hongkong and Shanghai Bank Co., 100,000 \$ 125 all 92 1/2 prem., sales & sellers

Bank of China, Japan and Straits, 99,875 \$ 10 1/2 1 1/2 nom.

Bank of India, 100,000 \$ 10 1/2 1 1/2 nom.

National Bank of China, Limited, 100,000 \$ 10 1/2 8 1/2 1/2, sellers

MARINE INSURANCE.

Canton Insurance Co., Ltd., 10,000 \$ 250 50 \$140, buyers

China Marine Insurance Co., Ltd., 10,000 \$ 88.33 25 \$55

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Straits Insurance Co., Ltd., 10,000 \$ 100 20 \$18, sales and sellers

Union Insurance Society Co., Ltd., 10,000 \$ 250 20 \$125

Yangtze Insurance Association, Ltd., 8,000 \$ 90 all \$73, buyers

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China Fire Insurance Co., Ltd., 20,000 \$ 100 20 \$77

Hongkong Fire Insurance Co., Ltd., 20,000 \$ 25 10 \$180

Straits Fire Insurance Co., Ltd., 20,000 \$ 10 20 \$21

DOCKS.

Hongkong & Whampoa Dock Co., Ltd., 12,500 \$ 125 all 78 1/2 prem., sales

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China and Manila S. S. Co., Ltd., 5,000 \$ 50 all \$57

Douglas Steamship Co., Ltd., 20,000 \$ 20 all \$52

H. K. & N. S. S. S. S. Co., Ltd., 20,000 \$ 20 all \$26, sellers

Indo-China S. S. Co., Ltd., 50,000 \$ 10 all 30 1/2 dis., sales

Steam Launch Company, Limited, 2,000 \$ 50 10 1/2

China Mutual S. S. Co., Ltd., 20,000 \$ 10 1/2 10 1/2

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China Sugar Company, Limited, 15,000 \$ 100 all \$157

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Hongkong Land Investment and Agency Company, Limited, 50,000 \$ 100 10 \$51, sellers

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Humphreys & Edwards & Finance Co., 1,000 \$ 10 all \$10 1/2, nom.

West Point Building Co., Limited, 12,500 \$ 50 40 \$20, sales

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H. K. High-Level Tramways Co., Ltd., 1,200 \$ 100 all \$70

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Joleba Mining & Trading Co., Ltd., 45,000 \$ 5 all \$5.55, sales and buyers

Punjom Mining Co., Ltd., 50,000 \$ 5 all \$2, nom.

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